

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-11. (Canceled)

12. (New) In a fuel injection system for internal combustion engines, having a fuel injector (3) that can be supplied from a high-pressure fuel source (21), in which a pressure boosting system (2) that has a movable booster piston (5) is switched between the fuel injector (3) and the high-pressure fuel source (21), and the booster piston (5) divides a chamber (9), connected to the high-pressure fuel source (21), from a high-pressure chamber (11) communicating with the fuel injector (3) and from a differential pressure chamber (10), and the actuation of the pressure boosting system (2) is effected via a 2/2-way valve assigned to the differential pressure chamber (10), the improvement comprising hydraulically actuated check valves (26, 31) for refilling of the differential pressure chamber (10) and of the high-pressure chamber (11) of the pressure boosting system (2), the hydraulically actuated check valves (26, 31) being acted upon by the pressure level prevailing in the high-pressure chamber (11) upon pressure relief to the differential pressure chamber (10).

13. (New) The fuel injection system of claim 12, wherein the check valve serving to fill the differential pressure chamber (10) is acted upon, as a compensation valve (26), by a spring element (27) acting in the opening direction of the compensation valve (26).

14. **(New)** The fuel injection system of claim 12, wherein the check valve serving to provide filling is acted upon, as a filling valve (31), by a spring element (34) acting in the closing direction of the filling valve (31).

15. **(New)** The fuel injection system of claim 12, wherein the check valves (26, 31) are integrated with the booster piston (5) of the pressure boosting system (2).

16. **(New)** The fuel injection system of claim 15, wherein valve bodies (33) of the check valves (26, 31) each include one end face (28, 35), which end faces can be acted upon hydraulically directly via the high-pressure chamber (11).

17. **(New)** The fuel injection system of claim 13, wherein the check valve acting as a compensation valve (26) is received in a connecting line (30) between the differential pressure chamber (10) and the work chamber (9) of the pressure boosting system (2).

18. **(New)** The fuel injection system of claim 14, wherein the check valve acting as a filling valve (31) is received in a flow connection (25, 30) between the high-pressure chamber (11) and the work chamber (9) of the pressure boosting system (2).

19. **(New)** The fuel injection system of claim 12, wherein the fuel injector (3) comprises a control chamber (13) which communicates hydraulically via an overflow line (24) with the differential pressure chamber (10) of the pressure boosting system (2).

20. **(New)** The fuel injection system of claim 12, wherein the check valves (26, 31) each comprise seats (29, 32), oriented toward the work chamber (9) of the pressure boosting system (2), which when pressure is exerted on the high-pressure chamber (11) are closed by the valve bodies (33) of the check valves (26, 31).

21. **(New)** The fuel injection system of claim 19, wherein the control chamber (13) further comprises a closing spring element (17), which urges the injection valve member (14) in the closing direction.

22. **(New)** The fuel injection system of claim 19, wherein a hydraulically effective surface area of the face end, pointing toward the control chamber (13), of the injection valve member (14) exceeds a differential surface area (19) on the circumference of the injection valve member (14).